



AMERICAN OBSERVER

News and Issues—With Pros and Cons

VOLUME 26, NUMBER 38

WASHINGTON, D. C.

JUNE 24, 1957

Here and Abroad

People—Places—Events

BILLIONS AND BILLIONS

Americans now owe a total of 684 billion dollars—28 billion more than a year ago—says the U.S. Department of Commerce. This figure includes all of our private debts, such as mortgages on homes and loans on cars, as well as the debts of federal, state, and local governments.

TOO MANY HEADACHES

Perhaps because of our debts, or maybe for other reasons, we use more aspirin for aches and pains than any other nation in the world. The National Institutes of Health says we take around 12 billion tablets, or 6,000 tons, of the drug a year.

A RUBLE DOWN AND . . .

Russia is making plans to allow its people to buy goods on the installment plan. If the plan goes into effect, Soviet citizens will be able to buy household items, bicycles, and other goods with a few rubles (Russian currency) down, and so many rubles a month.

THE EGG CAME FIRST?

The National Geographic Society believes it has an answer to the old riddle of whether the chicken or the egg came first. The Society says that the egg came long before the chicken, because birds are an offshoot of reptile stock that was laying eggs millions of years before the first bird flew.

ARAB TRADE

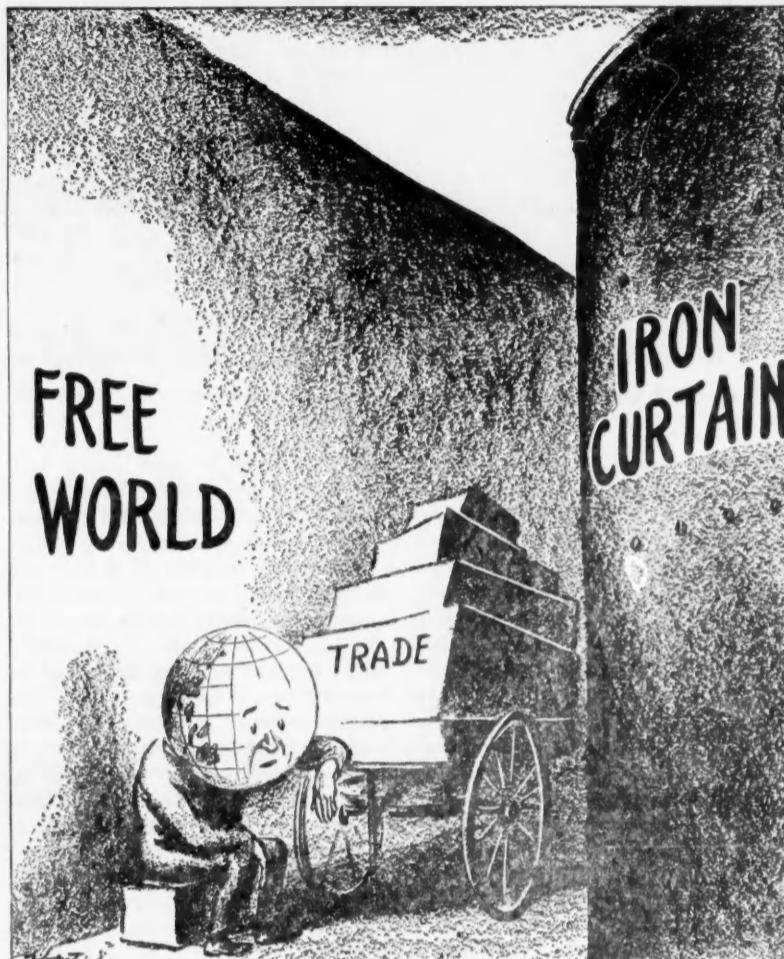
Arab League countries, which include Egypt, Saudi Arabia, Syria, Jordan, Lebanon, Iraq, Yemen, Libya, and Sudan, are tightening their economic blockade of Israel. The 9 nations are clamping down on all trade between Arab lands and Israel. They have also signed a pledge not to buy or sell products from any overseas firm that also trades with Israel.

SLOWING DOWN

The nation's auto makers have agreed to put less emphasis on the speed and power of their cars in their sales programs. From now on, spokesmen for the automobile industry say, advertisements will put more emphasis on the safety features of the new cars.

PRACTICAL RUINS

For 50 years the Asian nation of Cambodia has been restoring the ruins of an ancient city, Angkor, where a great civilization flourished 1,000 years ago. The restoration was undertaken to learn more about the city which disappeared mysteriously into the jungle. Now, a practical use has been found for a part of the ruins. Part of the system of reservoirs and canals which supplied water to Angkor is being rebuilt. It will be used to irrigate some 37,000 acres of once barren land.



China Trade Dispute

Britain's Decision to Allow More Commercial Dealings with Peiping Focuses Attention on U. S. Policy

TRADE with Red China is the subject of hearings now going on before the U.S. Senate Interstate and Foreign Commerce Committee.

The hearings have been given new impetus by Great Britain's recent decision to permit more trade than formerly with the Chinese communists. Britain, like most other free world nations, had restricted its China trade in recent years.

Some Americans think that the United States should also loosen its trade restrictions on the Chinese Reds. Among those who have indicated they favor such action are Senator George Smathers of Florida and Senator Warren Magnuson of Washington.

Other Americans feel that our trade controls pertaining to communist China should be continued in their present form. The official view of the U.S. State Department is that it was "most disappointed" by the British action. Senator William Knowland of California called the British move a "blow to the free world."

President Dwight Eisenhower has taken a position somewhere between the 2 extremes. When the China trade issue was raised at a recent press conference, the President said:

"... Frankly, I am personally of

the school that believes that trade, in the long run, cannot be stopped. You are going to have either authorized trade or you are going to have clandestine (secret) trade . . . frankly, I don't see as much advantage in maintaining the differential (in keeping special controls on Red China) as some people do, although I have never advocated its complete elimination."

Though Britain's action has focused new attention on the issue, the trade relations between the free world and the communist lands have been a source of controversy for some years. This commerce is often referred to as East-West trade. (The term is not entirely accurate. Countries like Japan and the Philippines are eastern lands, yet they are allied with the free world. Czechoslovakia, on the other hand, is geographically a western nation, yet it is under Red control.)

Background. The controversial trade curbs were imposed in the years soon after World War II when it became apparent that the Soviet Union was out to extend its control. Our leaders vowed they would not repeat the mistake that was made before World War II when the United States

(Concluded on page 2)

Work Progresses On Water Route

St. Lawrence Seaway Will Open the Great Lakes to Big Merchant Ships

AN old dream is coming true for cities along the Great Lakes. For years, they have looked forward to the day when a water highway would link their harbors with the Atlantic and bring ocean-going ships to their docks.

Today their dream nears reality as the new St. Lawrence Seaway takes shape. Eventually, the water route will make it possible for ocean-going vessels to sail more than 2,000 miles into the heart of North America—from the open sea to Duluth, Minnesota. The waterway will put the Midwest on the seagoing trade routes of the world.

The United States and Canada are working on the project together, and both will use the water route when it is finished. The seaway, and the mammoth power projects connected with it, will cost well over 1 billion dollars.

This month construction is in full swing. Three shifts keep the work going 24 hours a day. The work is changing the face of the St. Lawrence region—making it almost unrecognizable.

The seaway is pushing islands out of the way and relocating bridges and highways. Eight towns are being resettled. New parks and parkways are going up along both sides of the river. Telephone and telegraph lines are moving to new locations.

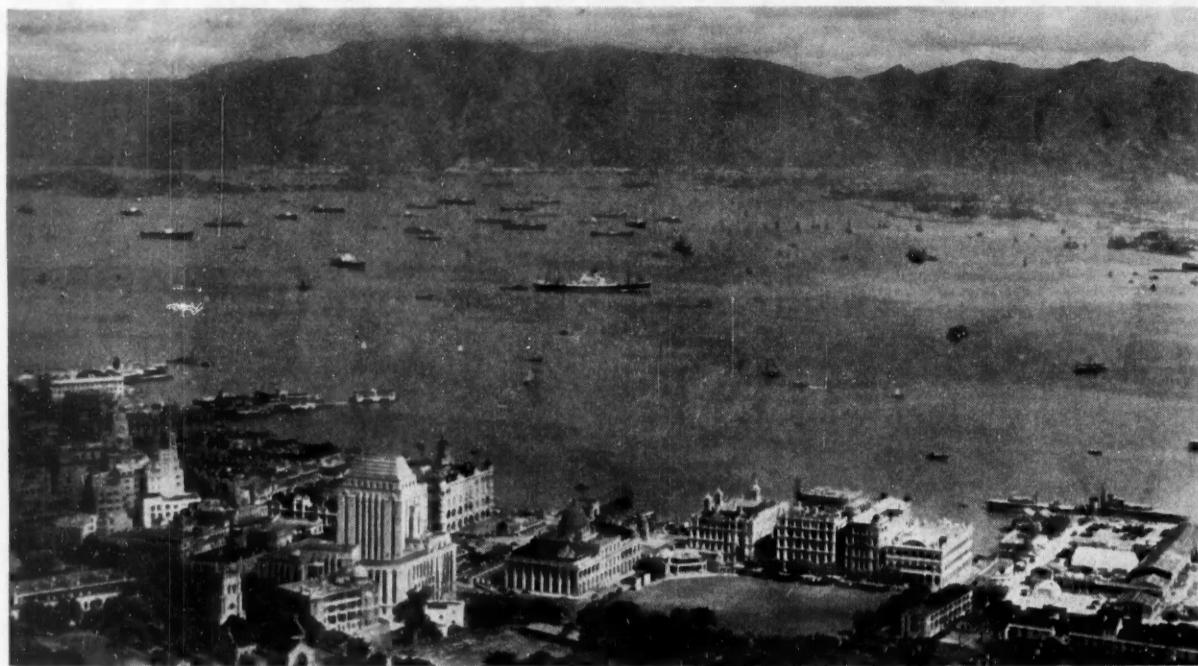
Eight thousand workmen and millions of dollars' worth of earth-moving machines are on the job. The machines include giant cranes 10 stories high and jacks which lift whole bridges. There are huge mechanical monsters which gulp 15 tons of rock at a time. If the ancient Egyptians had had such machines, they could have built the Great Pyramid in a year or so—instead of 20.

The gigantic project, begun in 1954, has now reached the halfway mark. The spring of 1959 will probably see the first large ocean vessel nose its way up the St. Lawrence River and through the lakes.

The route. A look at the map might lead a person to think that a ship could make the voyage up the St. Lawrence and through the lakes right now.

As a matter of fact, nature came close to making a continuous water route into the heart of North America. Large ships can sail for 1,000 miles up the St. Lawrence to Montreal, Canada. Sizable ships can also wind their way through the Great Lakes. Locks and channels have been built over the years to make this possible.

However, big ships cannot move (Continued on page 6)



BLACK STAR

MORE CARGOES may begin to pass through the British port of Hong Kong on the coast of the Chinese mainland now that Great Britain has decided to let down the bars against trade with communist China.

Trade Dispute

(Concluded from page 1)

sold scrap steel to Japan. The metal was made into arms for the military forces of the country we later had to fight in a long and bloody conflict.

Thus, in 1949, the United States and its principal allies decided not to sell certain kinds of goods to communist countries. The banned products—called “strategic goods”—included weapons and many kinds of industrial equipment that could be directly used to strengthen the military power of the Red nations.

After the Korean War broke out, the United Nations recommended that all countries stop sending to Red China and North Korea articles that would be useful in helping them wage war. Since these 2 nations were actually fighting UN troops, these controls were more strict than those previously imposed on Russia and its satellites. In fact, the China boycott list contained more than twice as many items as the list aimed mainly at the Soviet Union.

From time to time, the list of strategic items was revised, but the list to which the United States adheres today is a sizable one. It includes most of the kinds of goods that the communist lands were purchasing in the free world before controls were enacted.

Dwindling trade. U.S. commercial transactions with Red nations have dropped off considerably as a result of the trade curbs. For example, in 1948, we sold the Soviet Union goods worth about \$28,000,000. Last year, American sales to Russia totaled less than \$4,000,000.

U.S. purchases from the Soviet Union have also declined, though not so much as our sales. In 1948, we bought \$86,000,000 worth of goods from Russia. The value of our purchases last year was about \$24,000,000.

Our trade with Red China has dwindled even more. In the years just before World War II, our exports to what is now communist China figured out at approximately \$56,000,000 a year. Right after World War II, they amounted to more than \$250,000,000 worth of goods a year. But in 1956, with trade curbs in effect, we sold nothing to communist China.

In the years 1936-1940, we annually

purchased from China goods worth about \$75,000,000. This figure climbed to more than \$100,000,000 in several of the years after World War II. But last year, our purchases of merchandise that came originally from communist China totaled only \$240,000. They consisted mainly of pig bristles (used in brushes) and objects of art.

Trade between our allies and the communist lands has dropped, too, but its volume is much greater than that of commerce between the United States and communist countries. While it has increased considerably in the past year or two, it is still much below top levels of the past.

Britain's decision. The action of the British in relaxing the trade embargo with Red China is a major “break” in the united front that the western allies have maintained in controlling commerce with communist lands.

The British government felt that the differences in trade curbs on China and on the Soviet Union were no longer justified. They also believe that they can double their present sales to Red China—which amount to about \$28,000,000 annually. They point out that they are highly dependent on such sales for their prosperity.

Many other nations that have cooperated in trade controls on communist lands will—it is believed—follow the lead of Britain in relaxing curbs on China. Like Great Britain, such lands as West Germany, Italy, and Japan all depend heavily on trade.

The British will continue to maintain an embargo on weapons and other materials directly related to war-making.



SENATOR WILLIAM KNOWLAND of California feels we should keep firm restrictions against trade with Red China

ing. They will, however, now permit trade in more than 200 previously banned items, including such things as tractors and locomotives.

Loosen U.S. controls? Britain's partial lifting of the trade embargo has raised the question of whether the United States should take a similar step. Some Americans think that we should follow the lead of our ally and permit trade in non-strategic items with the Chinese communists. Those who favor this policy argue:

“The time has come when a relaxation of U.S. controls on trade with Red China is desirable. Such action might well be the first step in easing tensions in the critical Far East area. History has repeatedly shown that when nations depend on each other in trade, they are not so inclined to resort to arms to settle their disagreements.

“Trading with communist China appears to be the most effective way to disrupt the alliance between that country and the Soviet Union. Because of the free world's trade curbs, China's Red government has had to confine its commercial dealings largely to Russia and other communist lands. If China can get certain goods from the free world, she will no longer be so dependent on the Soviet Union.

“In recent months, there has been mounting evidence that the 2 big communist nations do not always see eye to eye. If China is given the opportunity to deal with other lands, then a serious rift may develop between Russia and Red China. Surely this is a goal to be desired by the free world.

“Moreover, a huge, underdeveloped land like China offers a great market for the products of American farms and factories. With its huge population, the Asian nation might be a good customer for surplus farm products which our government is holding.

“Finally, we might as well face up to the fact that the special controls we maintain against Red China are no longer effective. For months, the Chinese have been purchasing many of the banned items from the Soviet Union. Now they will be able to get many of these products from Britain and other of our allies who are expected to follow Britain's example.

“It will be to our advantage to go along with our allies on this matter. Taking such a step does not mean that we are going to recognize the Red gov-

ernment of China. It simply means that we are realistic in recognizing that a continuance of special trade controls hurts us more than it hurts communist China.”

Continued controls? Other Americans are opposed to lifting the trade restrictions. They argue:

“It would be unwise for the United States to relax trade controls at this time. Red China is today having serious economic troubles. Whatever we supplied—whether it be food, machinery, or other products—would help soothe the rising discontent, and would make it easier for the Red rulers to keep their grip on the country. Then they could concentrate on a further build-up of military strength.

“On the other hand, if we continue to refuse to trade with the Chinese communists, the Red rulers will have more trouble in staying in power. In time, discontent may spread, and an uprising against the communist leaders may take place.

“Those who think that U.S. businessmen would reap big profits in the China trade are misjudging the situation. The Asian nation is so poor that it would not be able to buy much from us. Moreover, it has little or nothing in the way of raw materials to sell.

“In addition, there is little reason to believe that the communists would trade with us to any great degree, even if we permitted it. The Reds use trade consistently as a political weapon. The great bulk of China's commercial dealings are going to be with Russia and other communist lands, regardless of trade controls.

“There is scant reason to think that U.S. trade with China would ease tensions in the Far East. Our trade with Russia right after World War II certainly did not prevent the outbreak of the ‘cold war.’ Britain's recognition of Red China several years ago has not appreciably smoothed British-Chinese relations. The fact is that we are dealing with a ruthless dictatorship which takes a contemptuous view of democratic government.

“Let us not forget, too, that the United Nations is still ‘at war’ with Red China as a result of that country's aggression in Korea. The communists drove our ally, Chiang Kai-shek, from the mainland, and still hold Americans as prisoners. They have continually demonstrated belligerence against the United States. Why should we—by relaxing trade controls—help to strengthen a system which is opposed to everything for which democracy stands?”

The issue will be thoroughly explored in the hearings that started last week. —By HOWARD SWEET



SENATOR GEORGE SMATHERS of Florida is among those who favor relaxing the bans on trade with Red China



HARRIS & EWING

Newsmaker**Lewis Strauss**

Lewis L. Strauss (pronounced straws), the Chairman of the Atomic Energy Commission, takes his job seriously as head of the government's 15-billion-dollar agency for developing the atom. He also serves as special adviser to President Eisenhower on atomic matters.

Critics say that it is not right for him to be responsible for developing our powerful defenses and at the same time to rule whether the explosions created in testing the bombs are harmful. Many people feel that an independent group would be able to give a more unbiased estimate of the harmful effects of the explosions. Others say that the AEC has the most information and is the best qualified agency to rule on such matters.

Strauss was born in Charleston, West Virginia, in 1896. After attending school, he started selling shoes for his father's company. In 1917, when he was 21, he came to Washington, D. C., to work for the Belgian Relief Commission, which was headed by Herbert Hoover. After the war, he traveled to Europe as secretary to Mr. Hoover, who had become director of the Allied Supreme Council.

In 1919, Strauss joined an investment firm, becoming a partner in 1929. During World War II, Strauss rose to the rank of rear admiral and represented the Navy on the Manhattan Project, which developed the A-bomb.

After the war, President Truman appointed him a member of the Atomic Energy Commission. During this period he was with the minority which favored development of the H-bomb, and he pushed the plan until the program was adopted. He resigned in 1950 and became financial adviser to the Rockefellers but was called back to government service in 1953 to head the AEC.

He is an able executive and has a great ability for getting his programs adopted. His critics accuse him of trying to enforce his rule on the other 4 commissioners.

In spite of being responsible for our country's development of atomic weapons, Strauss is regarded as a humanitarian. He originated the plan for President Eisenhower to propose the "Atoms for Peace" program before the United Nations General Assembly. He also helped initiate the 1955 "Atoms for Peace" conference in Geneva.

In his spare time, Strauss likes to read Latin classics, listen to music, and raise cattle on his farm in Virginia. He also collects the writings of George Washington.

—By NANCY BLACKWOOD

Ethiopians Will Vote This Fall

African Land to Hold First Election in History

THIS September Ethiopia will hold the first election in its 3,000-year history. In 1955, Emperor Haile Selassie proclaimed a constitution providing for a 2-house legislature. The elections will be for the Chamber of Deputies. The Emperor will appoint the members of the Upper House.

This ancient country in northeast Africa lies on a plateau surrounded by a rim of mountains. Even though it is only a few degrees from the equator, the weather is cool, because the plateau is between 6,000 and 10,000 feet above sea level. The days are sunny except in the rainy season between the middle of June and the end of September when monsoon rains sweep in.

Ethiopia contains about 350,000 square miles, a little more than the size of Texas and Oklahoma combined. Built up from a number of small kingdoms, tradition says that the land was once ruled by the Queen of Sheba. The country now includes the former Italian colony of Eritrea, which lies along the Red Sea.

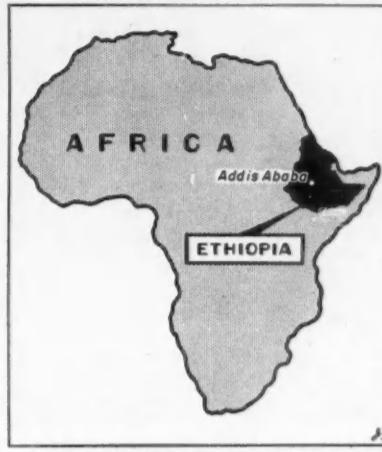
The Emperor claims to be descended from the Queen of Sheba and from Solomon. His official title contains the phrases, "King of Kings" and "Lion of Judah."

No census has ever been taken. For the election it was estimated that about 16,000,000 people live there.

A few people live in the highlands raising livestock. Most of the inhabitants, though, live on the central plateau. There, the land is so fertile and the climate so favorable that several crops can be grown and harvested

each year. Tobacco, wheat, corn, coffee, cotton, and fruit are among the leading products. Hardly any manufacturing is done.

The farmers live in small villages in thatched-roofed huts, which are made of mud because wood is scarce. Whole villages have been known to move to a new spot when the firewood supply



MAP FOR AMERICAN OBSERVER BY JOHNSON
ETHIOPIA IS preparing for its first elections next September (see story)

in an area was used up. Although the farming methods are still primitive, no one is very poor, because the land is so rich.

Transportation presents the biggest problem to the country. Because of the mountains, it is difficult to build railroads. There is one railroad line, but it is only 486 miles long. After the Italians conquered the country in 1936, some good roads were built. This

highway system has now been extended with the help of loans from the International Bank for Reconstruction and Development.

As early as the 16th century B. C., there is a record of Egyptian conquest of this land for several centuries. Christianity was brought to the people in the 4th century A.D., and today the country is still predominantly Christian. When the Moslems swept across northern Africa in the 7th century, the Ethiopians were driven back to the mountains and virtually forgotten.

Ethiopia plays a prominent part in modern history. In the early part of the 20th century, Italy, France, and Britain had colonies on the border of Ethiopian territory. The 3 countries had a pact to respect the boundaries of Ethiopia, because none wanted either of the others to gain an advantage in the territory.

However, in 1935 Italy invaded and conquered Ethiopia. The Emperor protested to the League of Nations but the League was unable to do a thing, and Ethiopia became part of Italian East Africa. This defiance of the League of Nations was one of the steps leading to World War II.

The capital, Addis Ababa, has paved streets and modern buildings. A number of schools have been built to reduce the widespread illiteracy. In the capital there is also a university for advanced study.

Although the country is still rather primitive, a United Nations survey concluded that Ethiopia had great potentials for agricultural development. —By NANCY BLACKWOOD

Historical Background - - Foreign Trade

OUR forefathers cut wood from the forests and built homes. They broke soil that never before had been planted and grew their food. They sheared wool from sheep, wove it into rough cloth, and made clothing. They fashioned shoes from animal hides. They supplied most of their own needs.

Great as their accomplishments were, the colonists required goods from other lands, for they had no factories. Farmers needed tools, or iron with which to make them. The housewife had to have salt to preserve meat and to make foods tastier. Animals had to be brought from England, Spain, and elsewhere to establish farm herds. The colonists wanted linens from Holland; glass, dishes, books, furniture, and other goods from England and France.

The need for products led the colonists into trade—to sell what they had for what they required and wanted.

Most of our trade was with England at the beginning. Before long, though, many of the early pioneers began selling products to other lands of southern Europe, North Africa, and the West Indies.

The colonies exported large amounts of tobacco and some grains and furs. Sale of tobacco enabled George Washington and other southerners to buy cloth for suits, books, and furniture from abroad. New York, Pennsylvania, and other middle colonies

shipped out grain, furs, and flour. The New England colonies exported fish, whale oil, timber, and ships. In return, the early Americans obtained manufactured goods, sugar, and other products.

As an independent United States, we steadily expanded our trade. We



HOUGHTON MIFFLIN
EARLY AMERICANS carried on trade with other countries to obtain products which they could not make themselves

signed trade treaties with Holland, Germany, Sweden, and other countries. In the 1780's, our merchant ships reached China and began to do business there, trading cloth and trinkets for tea and spices.

Although we are today one of the world's leading nations in trade, we did not reach our present position

quickly. In 1790, for instance, we exported goods valued at only a little more than \$20,000,000. In that year, we purchased \$23,000,000 worth of goods—which left us in debt to other nations for \$3,000,000.

Buying more from other nations than we sold to them was the general rule for many years. This was largely because our growing population required most of what was produced here as well as what could be obtained from abroad.

The United States reached the point of becoming an important world trader by the 1870's. At that stage, we had developed numerous factories and had surplus goods to sell.

Between 1871 and 1890, we were selling about \$650,000,000 worth of goods a year and buying only about \$565,000,000 in goods from other lands. Thus, our sales exceeded our purchases.

American sales abroad crossed the billion-dollar-a-year mark in the 1890's, reached 10 billion dollars in the World War II years from 1941 to 1945, and rose to 19 billion dollars last year.

Most of the time since the start of the present century, we continued to buy less goods from abroad than we sold to foreign lands. This lack of balance between sales and purchases has created serious problems for us and the rest of the world.

—By ANTON BERLE

The Story of the Week

More Space Needed

President Ulysses Grant had only 6 people on his staff in 1873. He ran the White House on a yearly budget of \$13,800. Calvin Coolidge had 46 members on his staff, and spent around \$93,500 a year to run the White House.

During World War II, President Franklin Roosevelt's staff numbered 787. President Harry Truman had well over 1,000 people on his White House force in 1950.

Today, President Eisenhower's yearly White House budget is more than \$10,000,000. There are 1,218 people to carry out Presidential tasks. As a result, office space in the White House is at a premium. Some staff members have had to move out and set up offices in the Old State building—just across the street from the White House.

Recently, the President's advisers have suggested that this 80-year-old, 6-story, granite structure be torn down and a new office building put in its place. They think the President should have an office building all his own—big enough to house the whole staff. Plans have been drawn up for a low, streamlined \$32,000,000 structure.

The suggestion has met with opposition from some Washingtonians who look on Old State as a place of historic interest. They suggest that the massive structure be remodeled to provide the necessary office space for the President's staff. As one reporter puts it, "The old State-War-Navy



HELEN KELLER seems delighted with her new friend. The pigeon accompanied the famous American on her tour of a Swedish school for individuals who are handicapped in speech and hearing.

Building is one of the ugliest structures in the world, but a lot of us love it."

Jordan and Egypt

Observers are beginning to doubt more and more that Egypt is calling the turns for the Arab nations. There are signs that some of the Arab countries look upon Egypt as a menace rather than a leader.

Earlier this month the government of Jordan ousted Egypt's military attaché in Amman. Jordan charged the Egyptian officer had taken part in a plot to kill high officials during King Saud's recent visit to Jordan. The officials were not named, but most people thought they were King Saud



WIDE WORLD
PRESIDENT EISENHOWER'S new helicopter is piloted by Major Joseph E. Barrett. Another helicopter will transport the President's Secret Service escorts.

of Saudi Arabia and Jordan's own King Hussein.

Egypt denied the charges. However, Jordan was asked to recall her ambassador from Cairo—leaving relations between the two Arab lands just short of an open break.

Many people believe the quarrel between Jordan and Egypt is the most serious disagreement between 2 Arab nations in a long time. They say that it is as serious as the trouble between Egypt and Iraq about 3 years ago when Iraq lined up with western nations in the Baghdad Pact.

They also point out that this is not the first time Egyptian officers have been charged with plots to kill high officials in other lands. Egyptian attachés in Libya and Ethiopia were also expelled for taking part in assassination plots.

New Premier

Maurice Bourges-Maunoury—the new Premier of France—is the youngest leader the nation has had since 1883. He will be 43 in August. As Premier, Bourges-Maunoury heads France's 23rd postwar government.

The short, stocky Frenchman faces big problems as his country's chief executive. France has serious trouble in Algeria and Tunisia. At home, the nation is in money difficulties. The fighting in the Suez was costly. Since then, bad weather has ruined some of the 1957 crops.

France still suffers a severe housing shortage. Many of her farms are too small to produce big harvests. There are too many small factories in France and too few big industries to turn out manufactured products.

Some people feel the new Premier may be able to unravel part of the difficulties. Others say it will take a miracle to do the job. However, it is a fact that the new Premier is a fighter who tackles problems without hesitation.

During World War II, Bourges-Maunoury was an artillery officer in eastern France. Later he joined the French underground to continue the

fight against the Germans. He parachuted into France many times, carrying money and special orders for underground workers.

The new Premier has held several important jobs in the government since the war. Although known as a poor public speaker, his words are always well worth hearing, friends say. The Premier plays a good game of tennis. He has 2 children.

Knowland's Proposal

Senator William Knowland of California, Republican leader of the Senate, has proposed a plan for testing Russia's willingness to withdraw her troops from the satellite nations. Russia's Nikita Khrushchev says the Soviet Union would be willing to pull its soldiers out of East Germany, Hungary, and Poland if the United States would withdraw from West Germany and France.

The California senator proposes that the United States try a first step to discover how serious the Russians really are. As a starter, he suggests that Norway withdraw from NATO and become a neutral nation. In return, Russia would take her soldiers out of Hungary and let the Hungarians hold free elections.

If this works, the senator says, the United States might agree to withdraw from Greece in return for Russia's promise to leave Poland alone. The senator believes this country-by-country approach would let the 2 big powers see how the withdrawal of troops works out. He predicted that if Russia pulled her soldiers out of Hungary, the present communist government in that country would not "last a week."

Many people disagree with Knowland's plans. They point out that Norway is a free nation which joined NATO of its own will and should leave it in the same way—if at all. Norway, they say, is not a satellite to be traded back and forth or made a pawn in a U.S.-Soviet deal. They feel that Knowland's proposal would undermine all the ties we have in NATO.

In answer to his critics, Senator Knowland said that he had proposed the Norway-Hungary plan *only* if Norway agreed to the move.

Portugal's Troubles

Portuguese officials are studying ways to improve living conditions in their country. Although Portugal has made some progress recently, government economists say the country is not moving ahead as fast as it should. The comforts of modern living are still unknown to about four-fifths of all Portuguese families.

In Lisbon and other cities, most people are comfortable. In rural areas, on the other hand, farmers live in the same miserable conditions as they have for 800 years. This is true in spite of the fact that the government has tried to improve housing, health, and education throughout the nation.

So far, no one has found a really good plan for ironing out Portugal's problems. But new officials—many of them young men—are working hard to find the answers.

Portugal is about the size of Indiana. Although there is some level land along the coast, most of the country is mountainous. Three-fifths of Portugal's 9,000,000 people are farmers who raise wheat, barley, oats, and other crops. Cattle, sheep, and hogs graze in the pastures.

Fishing is a big business in Portugal, and the country is one of the world's leading producers of cork. The nation has rich supplies of tin, copper, manganese, and other minerals, but little has been done to get them out of the ground. Factories turn out cork products, china, shoes, paper, cloth, and olive oil.

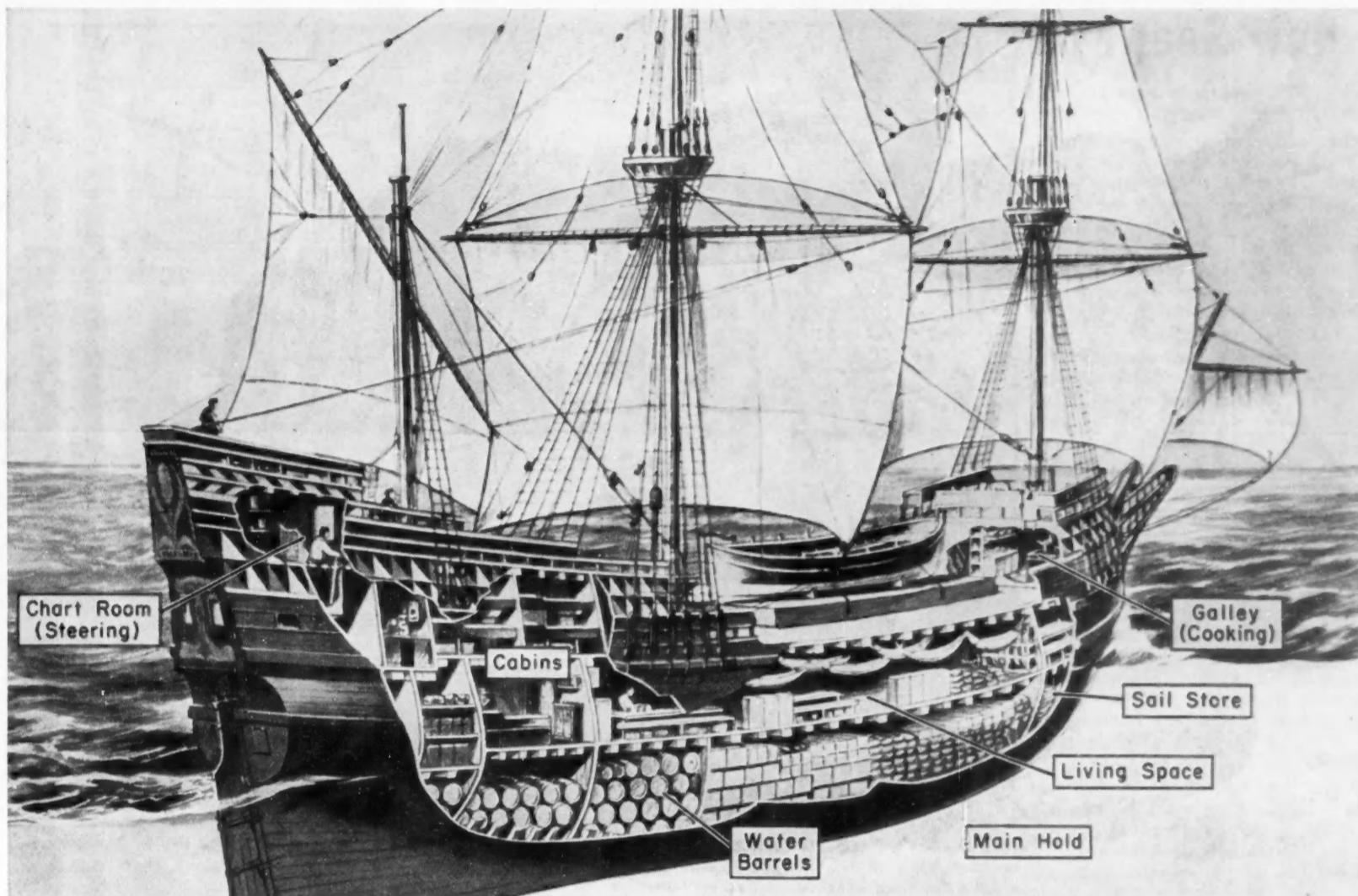
Lisbon, the capital, has 800,000 people. It is a seaport with one of the finest harbors in the world.

Portugal once commanded a vast empire. The nation still owns territories in India and Africa, as well as the Cape Verde Islands and the Azores in the Atlantic.

Portugal has been ruled by the same man—a dictator—since 1932. Tall, gray-eyed Antonio Salazar has complete authority over the country. However, Portugal has taken her place with the free world. She is our ally



UNITED PRESS
CHRISTIAN DEFERT of France plans to travel around the world on his motor scooter. Defert expects his journey to last about 4 years altogether.



DRAWING BY LAWRENCE DUNN

THE MAYFLOWER SOON will sail from Plymouth, Massachusetts, to New York City, where she will dock until Thanksgiving. Then she will return to her permanent home at Plymouth. Except for modern radio equipment, the ship closely resembles the original craft which brought the Pilgrims to America.

in the North Atlantic Treaty Organization (NATO). The country has fine naval bases and valuable airfields in the Azores which would be ours to use if we should need them.

Khrushchev on TV

Comments on Nikita Khrushchev's recent television appearance are still echoing. The interview between the Russian leader and American newsmen—filmed in Moscow and broadcast over CBS—has raised a number of questions about the importance of the program. People are also talking about the desirability of having President Eisenhower or some other high official reply to Khrushchev in a broadcast to Russia.

Here is a roundup of editorial opinion from leading newspapers and columnists on the broadcast:

New York Times. Mr. Khrushchev's appearance on our television and radio was an historic event. In a sense, the fact of his appearance was almost more important than what he had to say. Millions of our people had a chance to see Mr. Khrushchev in action and to form a judgment of him and his words.

He certainly tried hard to project an image of earnestness, sincerity, and good humor. But from time to time during the interview traces of the hard, merciless human being that he is penetrated the outer image. No one who saw Mr. Khrushchev can doubt that in him we are up against a tough and determined opponent.

Roscoe Drummond. There is no doubt that the Columbia Broadcasting

System gave Nikita Khrushchev a powerful and precious platform from which to propagandize the American people. But the opportunity which CBS gave Mr. Khrushchev to answer questions via the television screen was a perfectly reasonable exercise of the right and role of a free, private, competitive press.

In the Soviet Union the dictatorship decides what the people shall and shall not read and hear and see. Here, no government censorship can turn the dial or stop the press. I am sure that American public opinion can take care of itself—even when subjected to the clever translator of Mr. Khrushchev.

Christian Science Monitor. It would be very much in order to ask Mr. Khrushchev if he would now permit the Soviet radio and television audience to hear an interview by Soviet journalists with President Eisenhower.

Omaha World-Herald. All it proved is that Mr. Khrushchev is a slick operator who knows how to take advantage of his opportunities. There was nothing new in what he said. What was new was that he had a chance to peddle the old communist snake oil among respectable people.

David Lawrence. It was a smart thing to let the communist dictator sound off over an American network. It certainly challenges the Soviet rulers to give an equal opportunity for a spokesman of the American government to tell the people of Soviet Russia some plain truths. Obviously the man to do it is President Eisenhower.

Baltimore Sun. Until the closing

minutes of Khrushchev's appearance on TV, a viewer with small knowledge of what has happened in the world in the past 40 years might have supposed that this was a gentle and reasonable man.

Altogether it was a skillful act—until almost the end. As Mr. Khrushchev's questioners pursued a statement by him that communism did not impose its beliefs on any country, the name of Hungary came up. Then the world was reminded that behind the twinkling eyes and confident gestures was the man who last fall, in panicky desperation over the weakness of the communist position, imposed a reign of terror on the Hungarian people.

Mayflower II

New York City is preparing to welcome the *Mayflower II*. The tiny, 180-ton replica of the ship which brought the Pilgrims to the New World in 1620, will soon dock in New York harbor. The ship will stay until Thanksgiving Day when it will return to Plymouth, Massachusetts—its permanent home. A copy of the first Pilgrim village is going up at Plymouth, and the ship will be anchored nearby for all to see.

Earlier this month, the *Mayflower II* received a gala welcome when it sailed into Plymouth. Thousands of people were on hand to greet Captain Alan Villiers and his crew as they stepped ashore dressed in Pilgrim costumes. The celebration continued for 12 days.

The story of the *Mayflower II* began about 10 years ago. At the end

of World War II, Major Warwick Charlton, a British Army officer, was returning home from India. On the way he picked up a book about the Pilgrims.

As he read the story of their long voyage across the Atlantic, Charlton had an idea. How fine it would be, he thought, if a new *Mayflower*—built exactly like the old one—could make that trip again. The ship would be a present from the people of England to the people of America, a gift which would show that the 2 nations are close friends.

In time, Charlton's idea took shape. A British shipbuilder agreed to build a replica of the first *Mayflower*. England's best oak was used for the job. About a quarter of a million people in Britain contributed money for the vessel. An old hand at sea was found to command the *Mayflower II* on its voyage across the Atlantic.

The ship left Plymouth, England, on April 20, bound for Massachusetts. It carried only 2 items of up-to-date equipment—rubber life rafts and a radio.

The first crossing, in 1620, took 65 days. The *Mayflower II* made the voyage in 54 days. Although it made better time, the *Mayflower II* took a longer route. When only a few days out of port, strong winds blew the little ship off course, forcing it to abandon the original route for a more southerly one.

The first *Mayflower* had 102 passengers—including women and 33 children—and a crew of 21. The second *Mayflower* brought 33 people across the Atlantic.

New Seaway

(Continued from page 1)

back and forth between the deep part of the St. Lawrence and the lakes. While most of the route is deep enough, there are shallow spots where a ship would get stuck. In other places, there are rocky waterfalls. The channels that have been built around the falls are too small for most ocean-going craft.

To go from the Atlantic to Chicago now, a boat must be small enough to use the 14-foot channel between Montreal and the eastern end of Lake Ontario. This is called the International Rapids Section. The St. Lawrence Seaway will deepen this 47-mile stretch. Two canals are being dug to carry ships around the rapids.

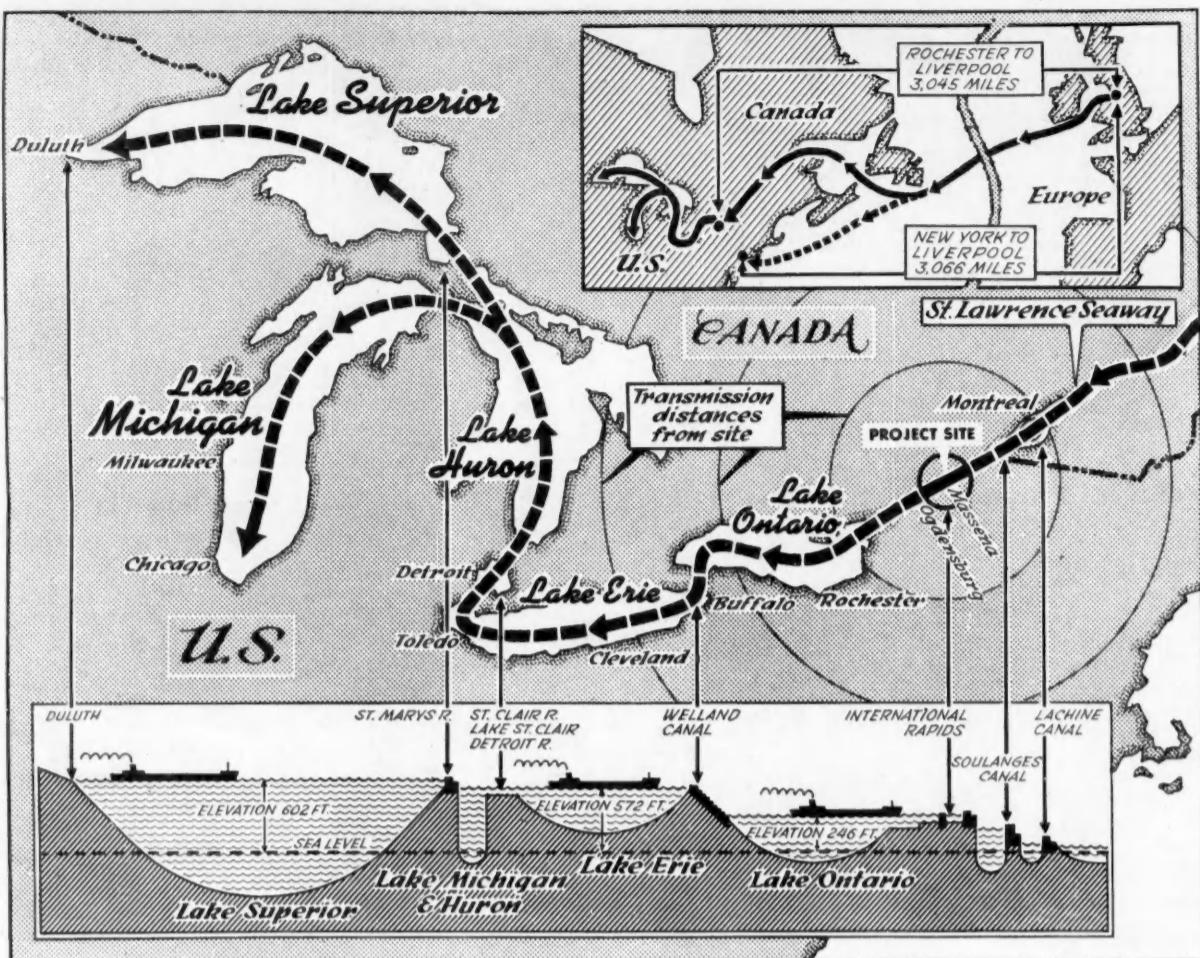
In other spots, workmen are dredging the river and making locks and canals larger. Only small craft can use the Welland Canal, which carries ships up a water staircase from Lake Ontario into Lake Erie. Deep canals are needed there, and locks must be made larger. Part of Canada's job is to scoop the Welland Canal to a depth of 27 feet. It is now 25 feet deep.

When all the work is finished, a channel at least 27 feet deep will stretch from the Atlantic, through the St. Lawrence River and Lake Ontario, to the western end of Lake Erie. Later, the channels which lead farther west—into the other lakes—will be deepened. (This is not officially considered part of the St. Lawrence project.) In time, sizable ocean ships from Europe and other places will be able to visit port cities on all the Great Lakes.

Freighters will pay toll charges to make the water journey. The tolls will help pay the cost of digging and building locks. The rest of the costs will be met by selling electric power.

One of the by-products of the St. Lawrence project is hydroelectric power. Although waterfalls make travel difficult for ships, they have important uses. As the water falls from a high level to a lower one, it turns the wheels of giant turbines which make electricity.

At the International Rapids Section, falling water will make current for both the United States and Canada. Giant dams are going up in this area. A powerhouse at Massena, New York,



THE ST. LAWRENCE SEAWAY extends from the Atlantic Ocean to the Great Lakes

will generate as much electricity in a year's time as New York City uses.

The power project, including building the dams, is being financed by the State of New York and the Canadian province of Ontario. Together they will spend about \$600,000,000 on their part of the St. Lawrence project. Work on the seaway itself is being done by 2 agencies of the United States and Canadian governments. The St. Lawrence Seaway Development Corporation is in charge of our part of the project.

Open to world trade. No one is sure how much traffic and cargo the seaway will carry when it is finished. Some experts predict the seaway may carry 50,000,000 tons of cargo in a 7-month period. Ice will close the waterway the rest of the year. (By comparison, the Panama Canal handles around 38,000,000 tons of cargo in a year's time.)

Countless products will move through the seaway. The water route will serve a section of our country which makes four-fifths of our automobiles, three-fifths of our machinery, and three-fourths of our steel. The same region produces four-fifths of our corn and three-fifths of our wheat and dairy products.

Sea-going vessels will pick up cargoes of U. S. and Canadian grain, steel, and machinery. Automobiles from Detroit will be shipped through the seaway on their way to foreign ports in South America and Europe. Iron ore from Canada will move up the St. Lawrence to steel cities on the Great Lakes.

Freighters will carry sports cars from Britain, chemicals from Germany, and unusual foods from the Mediterranean. Small ships from the Netherlands, Germany, and Norway are already a familiar sight on the lakes. Foreign companies are now making plans to send over even more goods.

Cities along the lakes are making preparations for the day when the seaway is finished. Many are far along with improvements on their waterfronts. For example, Chicago is spending millions of dollars to build a modern harbor in Lake Calumet, in the southern part of the city. Lake Calumet is connected with Lake Michigan and also with the Mississippi River. So it will be an important center for water traffic.

Cleveland, Milwaukee, Buffalo, Detroit, Duluth, Erie, and other cities are also making improvements. So are several Canadian cities. Meanwhile, many industries are making plans to use the power of the St. Lawrence project, and to use seaway ships to obtain raw materials.

A good idea? While people along the Great Lakes look forward to using the waterway, some other Americans are still doubtful about the new seaway. They claim that seaway plans

are already out of date. Some of our merchant ships will find the channels too shallow, they say. To deepen the channels further would cost large sums of money.

Still others fear the seaway will take business away from Boston, New York, Baltimore, and Philadelphia. They say the new water route will also hurt the railroads which now carry freight westward.

People who are enthusiastic about the seaway feel differently. They say that a 27-foot channel is deep enough for present-day needs. Three-fourths of the world's merchant ships can use the waterway, supporters believe. If, in the future, the seaway needs to be made deeper, the job can be done. The task isn't impossible, they argue.

Seaway supporters believe the water route will benefit the whole nation—as well as cities along the route. They say the day will come when the railroads will do more business than they do now—thanks in part to the St. Lawrence Seaway. Cities along the Atlantic Coast will also be helped even though they may lose some of their business at first, seaway supporters claim. So the arguments go.

Meanwhile, a new question has arisen about the seaway. The water route is costing more money than the original estimates showed. When the waterway was started in 1954, it was estimated that the United States' share would run around \$105,000,000. Canada was to spend around \$200,000,000. Now it looks as if costs will run much higher.

Like many other projects, the St. Lawrence Seaway has run into unexpected problems. Nearly everywhere they dig, engineers run into heavy soil called glacial till. The dirt is almost as hard as concrete and costly to shovel out.

In other spots, engineers have struck shifty, slippery dirt that is equally hard to handle. Building roads that will support heavy machi-



SHIPS OF this size are already a common sight on the Great Lakes, but even larger vessels will be seen after completion of the St. Lawrence Seaway

ery over this soil has been expensive. Changes in plans and high construction costs have also boosted expenses.

Congress is now being asked to set aside more money for the seaway. New estimates show that our share of the seaway may be about \$140,000,000. Canada's costs may run as high as \$285,000,000—bringing the total cost of the seaway itself up to \$425,000,000.

High costs have raised another question: Can the seaway collect enough money in tolls to pay for itself? Some people doubt it. They argue that if tolls are raised too high, ships won't use the water route. They question whether the seaway will be able to compete with the railroads.

Other people point out that it costs more to ship goods by truck and rail than it did a few years ago. They believe the seaway will hold its own with other forms of transportation even if tolls are raised.

Whether the seaway lives up to expectations or not, one thing is certain: It is a gigantic undertaking. The seaway will be the longest inland waterway in the world. To many people, it is one of the best investments Uncle Sam has made in many years.

—By HAZEL L. ELDRIDGE

Upset in Canada

The people of Canada may go to the polls again within the next year. Although the Conservative Party chalked up an impressive victory in the June 10 election, it failed to win a majority of seats in the House of Commons.

This means that John Diefenbaker, leader of the Conservatives and Canada's new Prime Minister, must depend on the support of minority parties. He may decide to call another election in an effort to increase his party's power in Parliament.

In the recent balloting, the Conservatives won 109 seats out of a possible 265. The Liberals, who have been in power for 22 years, took only 104 seats. Minority parties won the remaining 52 places.

Although neither the Conservatives nor the Liberals had a majority, the election was a stunning victory for the Conservatives. They won only 51 seats in the House of Commons in the 1953 election.

The Liberals, on the other hand, suffered a bad blow. In 1953 they won 170 seats in Parliament. Worse yet, 9 of the 17 Cabinet officers in the Liberal government were voted out of Parliament in the recent election.

It seems doubtful that former Prime Minister Louis St. Laurent will take part in another election. The 75-year-old leader of the Liberals has been Canada's top man since 1948. Now he may turn over the leadership of his party to a younger man. Some people think Lester Pearson, foreign minister in the St. Laurent Cabinet, may be the new leader of the Liberals.

Canada's new Prime Minister Diefenbaker is 61. The tall, gray-haired Canadian proved himself a skillful campaigner in the last election. He covered more than 20,000 miles during the campaign and delivered 100 speeches. His wife, Olive, accompanied him on the tour and helped him win support. In private life, Diefenbaker is a lawyer.

Most people think there will be little change in Canada's policies under the Conservatives. However, it is thought that Prime Minister Diefenbaker may favor more trade with Britain and somewhat less with the U. S.



RESEARCHERS USE this equipment to study the way our bodies function while we sleep. Brain activity, heart beats, and other data are recorded by the device. Hundreds of men and women have been tested during 20,000 sleeping hours.

News Quiz

St. Lawrence Seaway

1. When was the St. Lawrence Seaway started? When will it be finished?
2. What part of the St. Lawrence project is being handled by the U. S. and Canadian governments? What part is being done by New York and Ontario?
3. So far as navigation is concerned, what is the chief aim of the St. Lawrence Seaway project?
4. Name some of the cities which expect to become seaports when the waterway is finished.
5. What do critics have to say about the seaway?
6. What do its supporters say?

Discussion

1. Do you or do you not think the St. Lawrence Seaway will prove beneficial to the United States? Give your reasons.
2. If you were a member of Congress, would you favor spending more money to finish the seaway? Why?

China Trade Dispute

1. What action by Great Britain has focused new attention on U. S. policy toward Red China?
2. How does President Eisenhower feel about our China trade policy?
3. How do "strategic goods" figure in the trade dispute?
4. In what way have controls affected the volume of trade in recent years?
5. Why did Britain decide to relax the trade embargo?
6. How are lands like West Germany, Italy, and Japan expected to react to Britain's move?
7. What views are advanced by Americans who favor U. S. relaxation of trade restrictions on Red China?
8. Give the arguments of those on the other side of this question.

Discussion

1. Do you think the United States should follow the example of Britain and loosen its trade restrictions on Red China at this time? Why, or why not?
2. Do you believe that Britain's action regarding China trade will seriously weaken the Anglo-American alliance? Explain your answer.

Miscellaneous

1. Give the pros and cons of Senator Knowland's plan for testing the seriousness of Russia's offer to withdraw her troops from the satellites.
2. What are the problems France's new premier faces?
3. How did some of the newspapers and columnists react to Khrushchev's speech on television?
4. What recent events have caused serious disagreements between Jordan and Egypt?
5. Describe the economic situation in Portugal.

References

"The Conquest of the St. Lawrence," a portfolio of photographs by Erich Hartmann, *Fortune*, June.
 "The Seaway: Billion-Dollar Story," by Helen Delich, *Science Digest*, April.
 "Question of Trade Embargoes Against Communist China," *Department of State Bulletin*, May 13.
 "A Better Way to Deal with China," by George Steiner, *Harper's*, June.

Pronunciations

Alan Villiers—äl'än vil'ē-ärs
 Antonio Salazar—än-tō nyōō sā-lā-zär
 Haile Selassie—hī'lē sīl-lā'syē
 Hussein—hōō-sān
 John Diefenbaker—jōn dē-fēn-bāk-ēr
 Louis St. Laurent—lwē sān-law-rān
 Maurice Bourges-Maunoury—more-rēs
 bōr-jēs'-maw-nuh-rē
 Nikita Khrushchev—nyē-kē'tuh kroōsh-chawf
 Powhatan—pou'ā-tān
 Saad—sā-oōd



U. S. STEEL CORPORATION
 SCIENTISTS ARE USING these large plaster models of shipworms to study ways of controlling the pests. The tiny creatures bore into wooden piers and bridges, causing over \$50,000,000 damage in United States' waters a year.

Jamestown Celebrates 350th Anniversary

Three Million Visitors Expected for Festival in Virginia This Summer and Fall

"COME to Virginia this summer. Step into the scene of America's beginning. Step into history!" So read the travel folders.

The folders refer, of course, to the Jamestown Festival, now in full swing. The celebration, which will last through November, marks the 350th anniversary of the first permanent English settlement in America.

More than 3,000,000 people from all over the United States will accept the invitation to visit Jamestown this summer and fall. Two distinguished guests from abroad will also take part in the festival.

In October, Jamestown will welcome Queen Elizabeth II of Britain. The Queen and her husband, Prince Philip, plan to visit the United States this fall. The Queen will spend some time at Jamestown during her 5-day stay. Her visit will lend added interest to the festivities.

It was in May 1607—just 350 years ago this summer—that 3 tiny wooden ships made their way up the James River in Virginia. Aboard the *Susan Constant*, *Godspeed*, and *Discovery* were 105 adventurers who hoped to find riches in the New World.

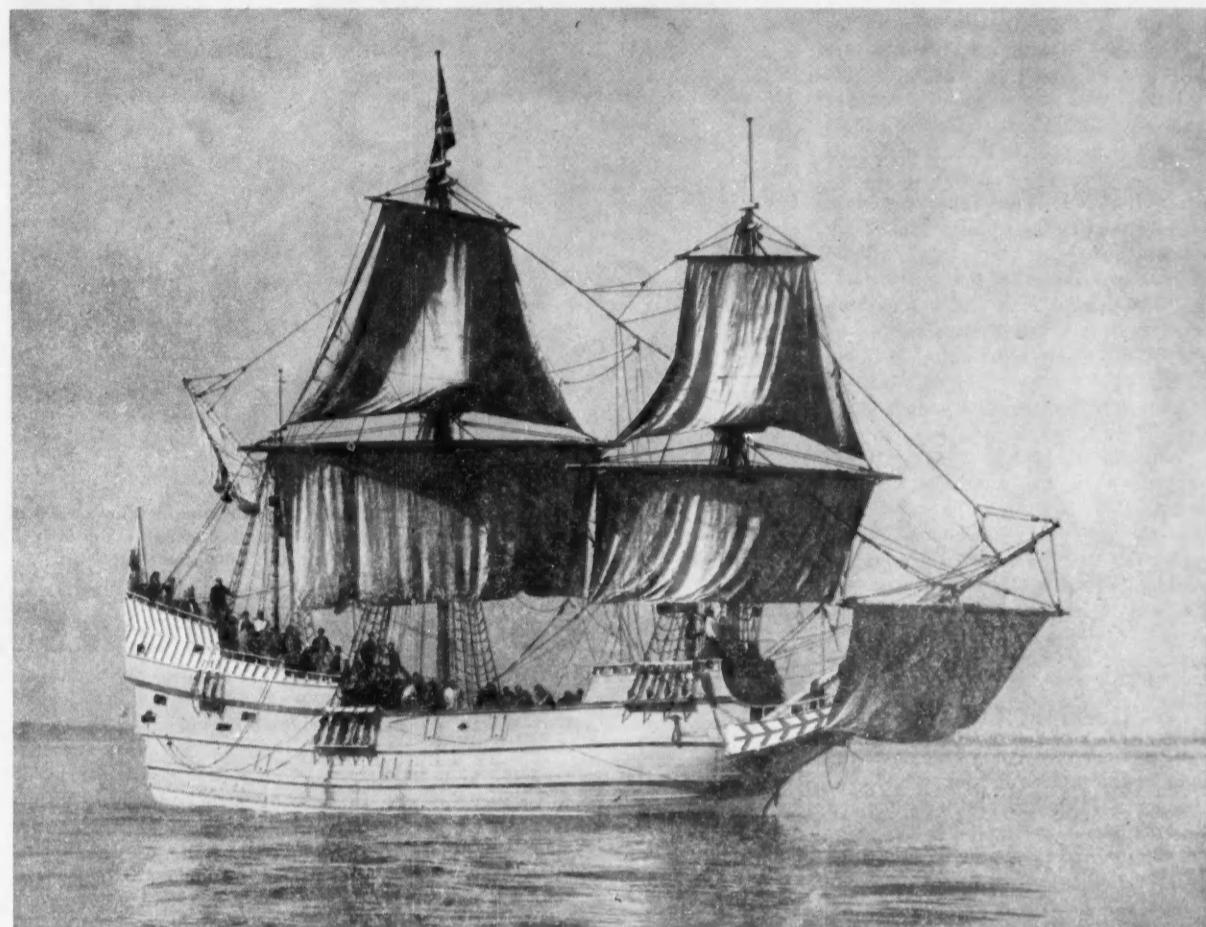
We can imagine how they looked in their broad plumed hats, knee breeches, long capes, and leather boots as they lined the decks to catch their first glimpse of land. All were in good spirits, though weary from their long trip across the Atlantic. The journey had taken more than 4 months.

Perhaps the men exclaimed over the tall oaks and wild flowers which lined the banks of the river. It was spring, and the sun was warm. The New World looked friendly.

The Englishmen chose a tiny island—or almost an island—in the James River for their settlement. Only a narrow strip joined it to the mainland. By the middle of June, their stockade was finished. Inside the triangular enclosure they built crude wooden huts which were plastered with clay. In the center of the community was a tiny church. The settlers named their colony James Towne (Jamestown) after their King.

The settlement ran into trouble from the start. The Indians in that area had joined together under the leadership of Chief Powhatan. Occasionally they were friendly. But the Indians sensed how little the settlers knew about life in the forest. They took advantage of this by attacking the fort from time to time.

The colonists also discovered they



REPLICA OF ONE of the three ships which brought the first settlers to Jamestown

UNITED PRESS

had chosen a poor location for their fort. The land was low and marshy and full of insects. Fever broke out and many of the men died. Only 38 of the English colonists lived through the cold winter of 1607.

Most of the settlers were not used to hard work. Threats and bullying from Captain John Smith, who had taken over as their leader, kept them going. "No work—no food!" he shouted. It was Smith, too, who managed to get food from the Indians when the colonists were starving.

More settlers—including some women—arrived in Jamestown in 1608 and 1609. But more than 700 of the 900 people who came to Jamestown in the first 3 years died in Indian raids or from sickness and starvation.

In the spring of 1610, the settlers who survived decided to give up and go home. But as they reached the mouth of the river, they met a ship from England loaded with fresh supplies. All returned to Jamestown, determined to give it another try.

Things went better for a while. By

1619, the little colony was fairly prosperous. Although the colonists did not find gold, they learned how to raise corn and tobacco. They earned money by shipping tobacco to Europe.

In 1619, too, America's first group of lawmakers met in the tiny church. Besides the governor and his advisors there were 20 men chosen by the colonists themselves. It was the beginning of self-government in America.

Strangely enough it was tobacco—plus a disastrous fire—which brought an end to the Jamestown settlement. As planters moved farther inland to get more land for their crops, Jamestown lost many of its settlers.

Then, in 1698, a fire wrecked the village. The government which had been set up at Jamestown was moved to Williamsburg—seven miles away. Williamsburg was the capital of Virginia for 100 years—until 1799.

Today Jamestown and Colonial Williamsburg live again. Both have been restored until they appear much as they did years ago. Jamestown is now part of the 7,229-acre Colonial

National Historical Park—along with historic Yorktown. A beautiful parkway connects Jamestown, Williamsburg, and Yorktown. All 3 places have a part in the Jamestown Festival. There are interesting sights to see at each spot.

Visitors to Jamestown may tour James Fort—a copy of the first stockade. It has been rebuilt just as it was in 1607. In the James River, one may see full-scale models of the ships which brought the settlers across the Atlantic. People will be allowed aboard the *Susan Constant*—the biggest ship.

Two buildings—called the Old and New Pavilions—house interesting exhibits in connection with the settlement of America. A replica of the first glass factory, built in 1608, is on display. Visitors may also see Chief Powhatan's lodge or stand beside the statue of Captain John Smith.

At Williamsburg, a person steps into a village of the 18th century. Escorted by guides in knee breeches, pleated shirts, gray wigs, and gold-buckled shoes, one may tour an old-time printer's shop, or take a pinch from the snuffbox at the old Apothecary Shop. He may lunch at a tavern which was once visited by George Washington.

At Yorktown, tourists will see the battlefield where American forces defeated Cornwallis and his men in 1781. The fortifications have been preserved, along with several 18th century houses.

A visit to the Jamestown Festival is indeed a step into history. The settlers at Jamestown led the long parade of colonists who sought freedom and a better way of life for their families. They made the beginnings from which a great nation has grown.

—By HAZEL L. ELDREDGE



JAMESTOWN WAS A tiny settlement of small cabins, surrounded by a stockade used for protection against Indian raids